

BookletChartTM

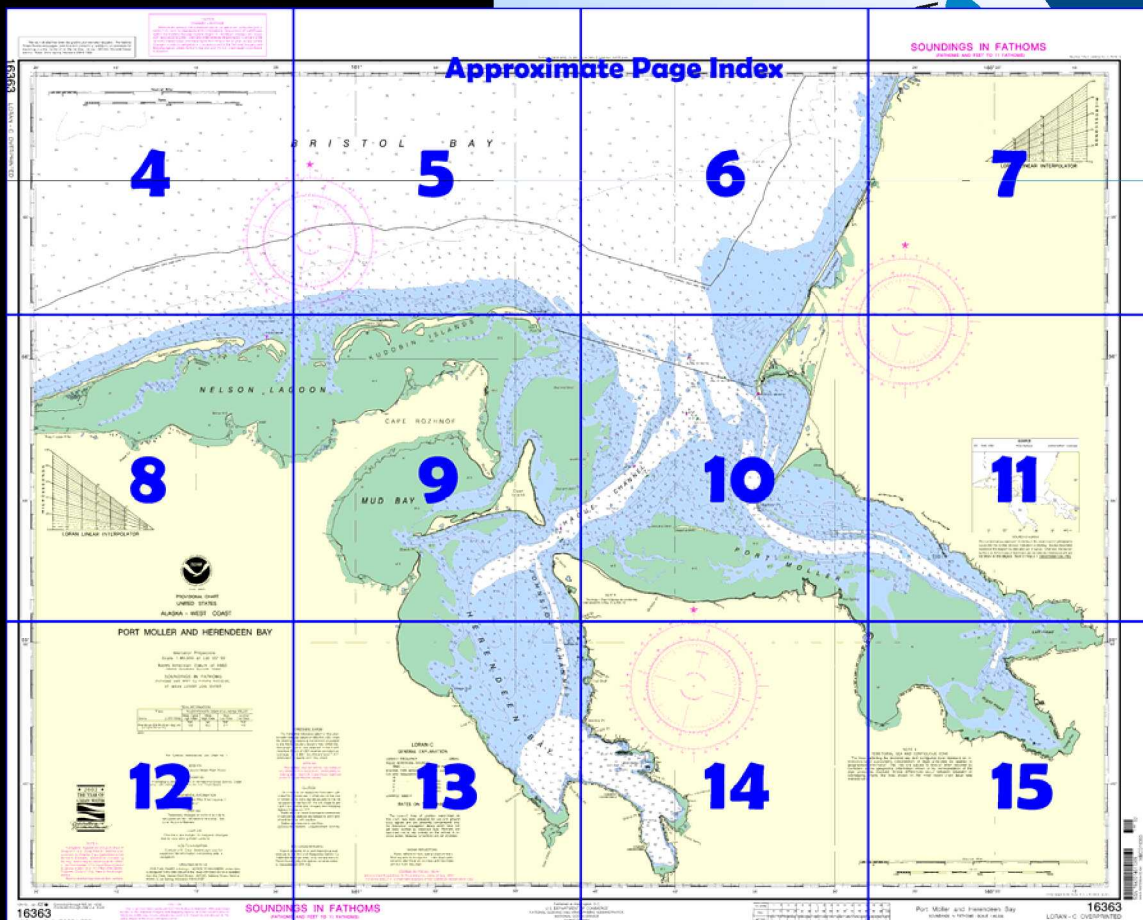
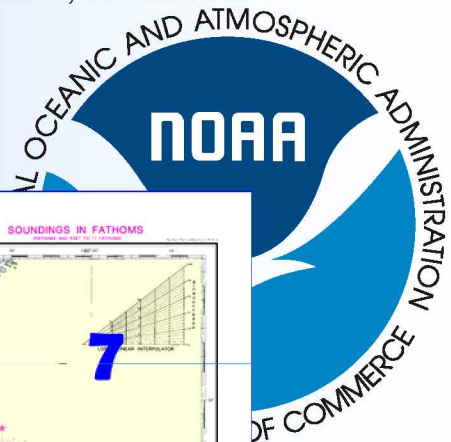
Port Moller and Herendeen Bay

(NOAA Chart 16363)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

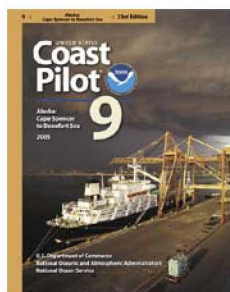
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 8 excerpts]

(64) **Lagoon Point**, about 37 miles NE of Black Hill, is on the W side of the entrance to **Nelson Lagoon**. **Nelson Lagoon Light** (56°00'42"N., 161°05'28"W.), 15 feet (4.6 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark just E of Lagoon Point; this light marks the entrance to the lagoon. In May 1986, extensive shoaling was reported to exist in the approaches and in Nelson Lagoon; caution is

advised. A large L-shaped dock and a launching ramp are on the N side of Nelson Lagoon about 2 miles W of the E end of Lagoon Point.

(71) **Kudobin Islands**, on the W side of the entrance to Port Moller between Lagoon Point and **Cape Rozhnof**, are low and difficult to identify. **Walrus Island**, the easternmost island of the group, is marked by a light and at its E end by a distinctive 20-foot knob.

(72) **Entrance Point**, on the E side of the entrance to Port Moller, is

marked by **Port Moller Light 5** (55°58'41"N., 160°34'59"W.), 18 feet above the water and shown from a tower with a square green daymark on the point. A cannery is inside the point at the village of Port Moller.

(73) **Harbor Point**, 4 miles S of Entrance Point and marked by a daybeacon, is a low, narrow, grassy, sand and shingle sandspit with high land behind it. Doe Point and Point Divide at the entrance to Herendeen Bay are bluffs that can be seen outside of Entrance Point.

(81) **Point Divide**, 9.5 miles SW of Entrance Point, has a 40-foot bluff with the land sloping gradually upward toward the mountain ranges. **Doe Point**, the SE end of **Deer Island** opposite Point Divide, is 50 feet high. The bluff on the E side of Deer Island is 150 feet high while the rest of the island and the mainland to the S and W are generally lower.

(82) **Hague Channel**, marked by buoys and leading to Herendeen Bay, is 1 mile wide at the N entrance, but contracts to 700 yards between Point Divide and Doe Point. Tidal currents are very strong in the channel; as much as 4 knots on the spring flood. The current does not follow the axis of the channel, but sweeps across the flats and narrow channel. As a result the channel is subject to change. In September 1983, a 3-fathom shoal was reported in Hague Channel about 2.5 miles W of Port Moller Light 5 in about 59°54'56"N., 147°28'06"W.

(83) A survey vessel anchored 3 miles NE of Point Divide in 10 fathoms, sand and gravel bottom, and 2.8 miles WSW of Point Divide in 8 fathoms, mud bottom; holding ground was good in both places.

(84) On the flood tide, the current causes spectacular tide rips between Point Divide and Doe Point, with an extensive area of swirls farther inside Herendeen Bay. Small craft should use caution during flood tide, especially when the wind is against the current.

(85) **Johnston Channel**, on the E side of Herendeen Bay, is 6 to 15 fathoms deep and very narrow with steep sides. **Halftide Rock**, on the E side of the channel 3 miles S of Point Divide, is awash at half tide. The current velocity is about 1.5 knots near the rock. **Eagle Rock**, near the E shore 3.8 miles S of Point Divide, is pyramid shaped and prominent.

(86) Small craft can find protection on either side of **Shingle Point**, in the small cove between Shingle Point and **Bluff Point**, and in **Mine Harbor**. Larger vessels can anchor off **Marble Point**. **Crow Reef**, off the entrance to Mine Harbor, bares at low water. The reef is an outlying danger in the upper bay. **Midway Reef**, extending 0.4 mile from the E shore of Mine Harbor, shows at half tide. A reef extends 0.5 mile W from **Crow Point**.

Table of Selected Chart Notes

Corrected through NM Jul. 13/02
Corrected through LNM Jun. 25/02

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.

For Symbols Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean High Water.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Mercator Projection
Scale 1:80,000 at Lat 55° 55'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.964" southward and 7.417 westward to agree with this chart.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

UPDATING SERVICE
FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

CAUTION
CHANGES IN BUOYAGE
Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red or green as appropriate. Changes to aids to navigation will be announced in the National Imagery and Mapping Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

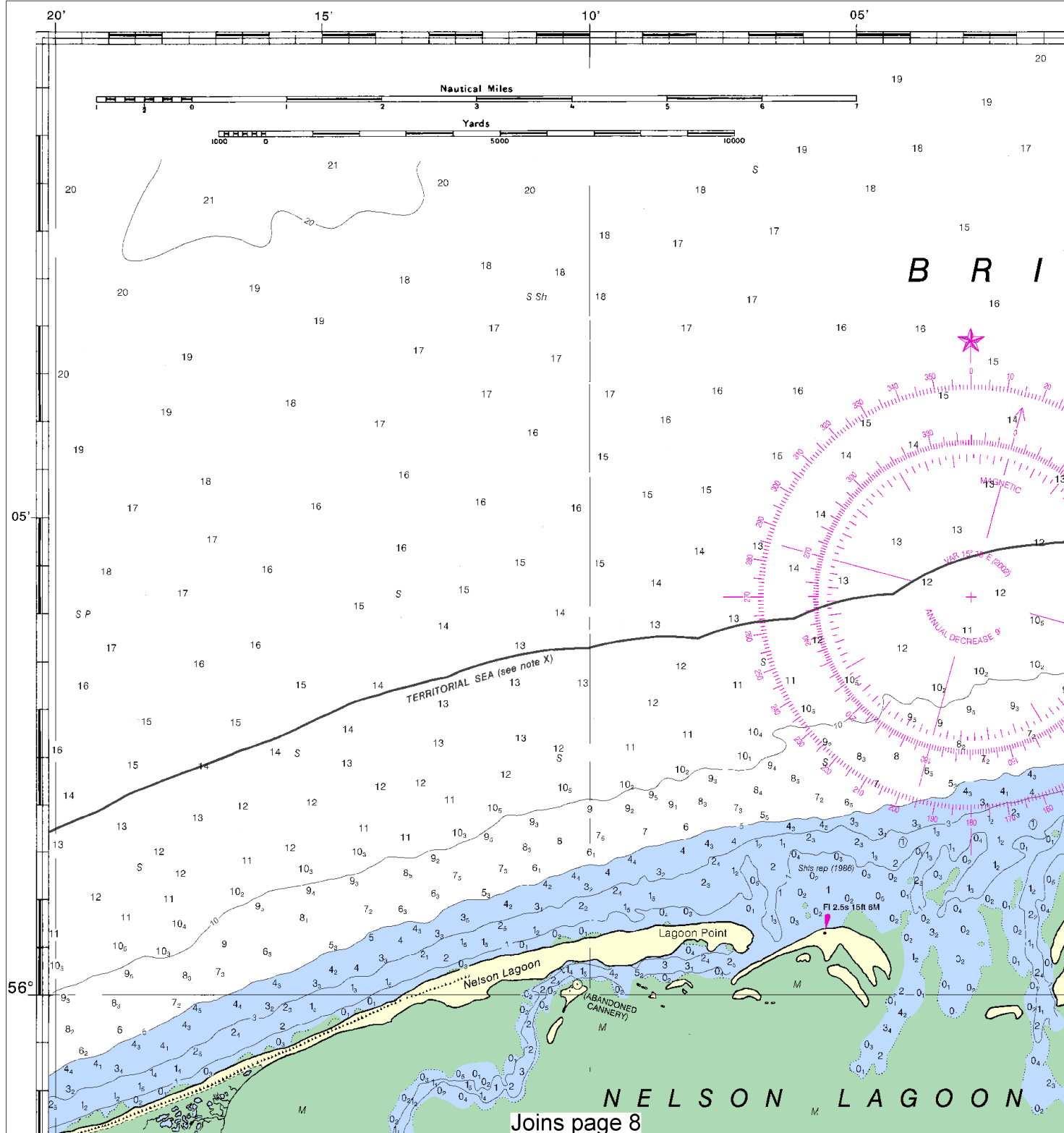
NOTE X
TERRITORIAL SEA AND CONTIGUOUS ZONE
The lines delimiting the territorial sea and contiguous zone represent an interdepartmental committee's interpretation of legal principles as applied to geographical information. The lines are subject to revision when required by correction of the geographic information shown or by reinterpretation of the legal principles involved. Where differences occur between adjacent or overlapping charts, the lines shown on the most recent chart issue take precedence.

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Port Moller (Ent Pt) Bristol Bay, AK (55°59'N/160°34'W)		10.8	10.0	2.4	-4.0
(402)					

Mariners are asked that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Light-House Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red or green as appropriate. Changes to aids to navigation will be announced in the National Imagery and Mapping Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

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LORAN - C OVERPRINTED



Joins page 8

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



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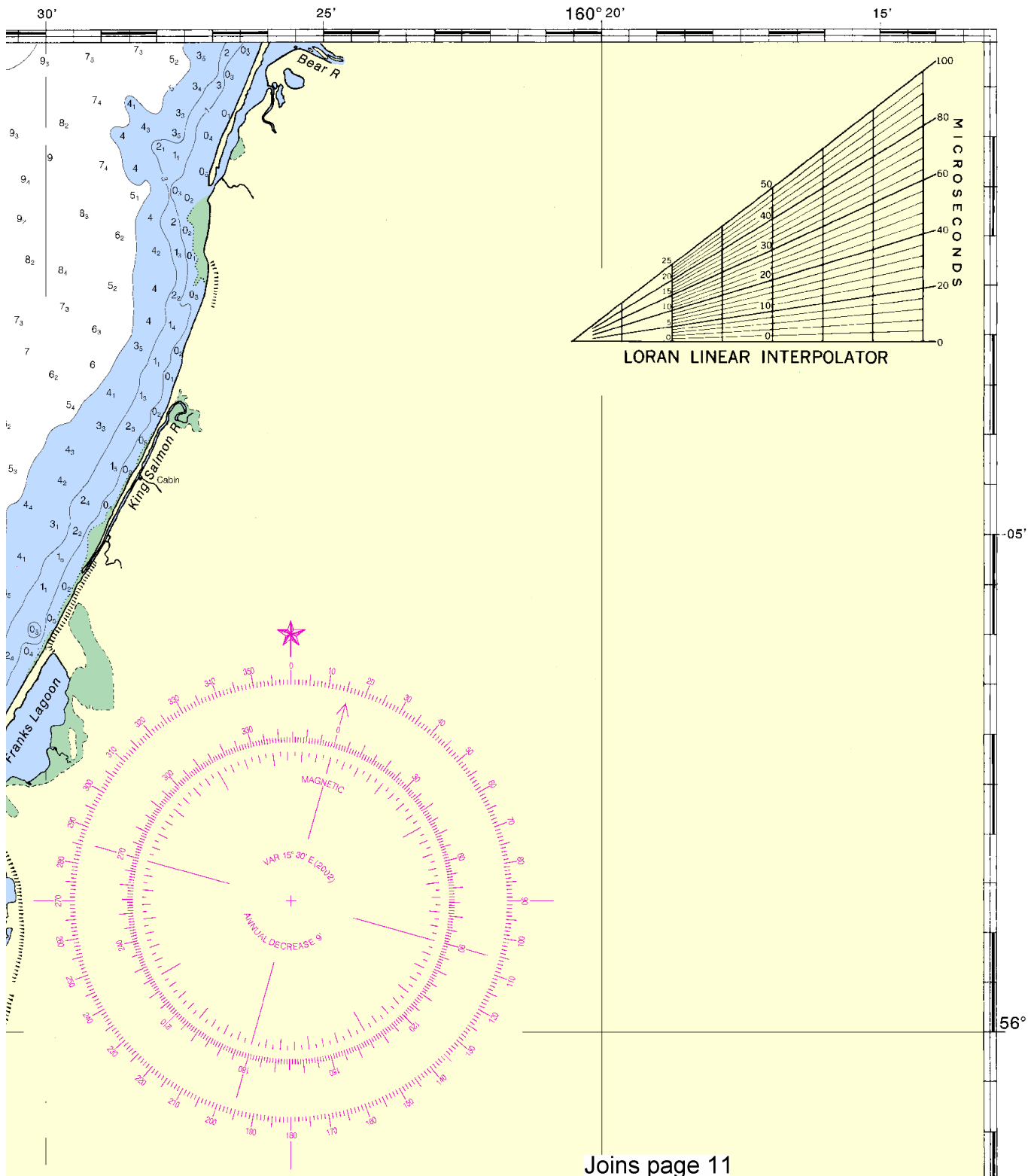


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SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

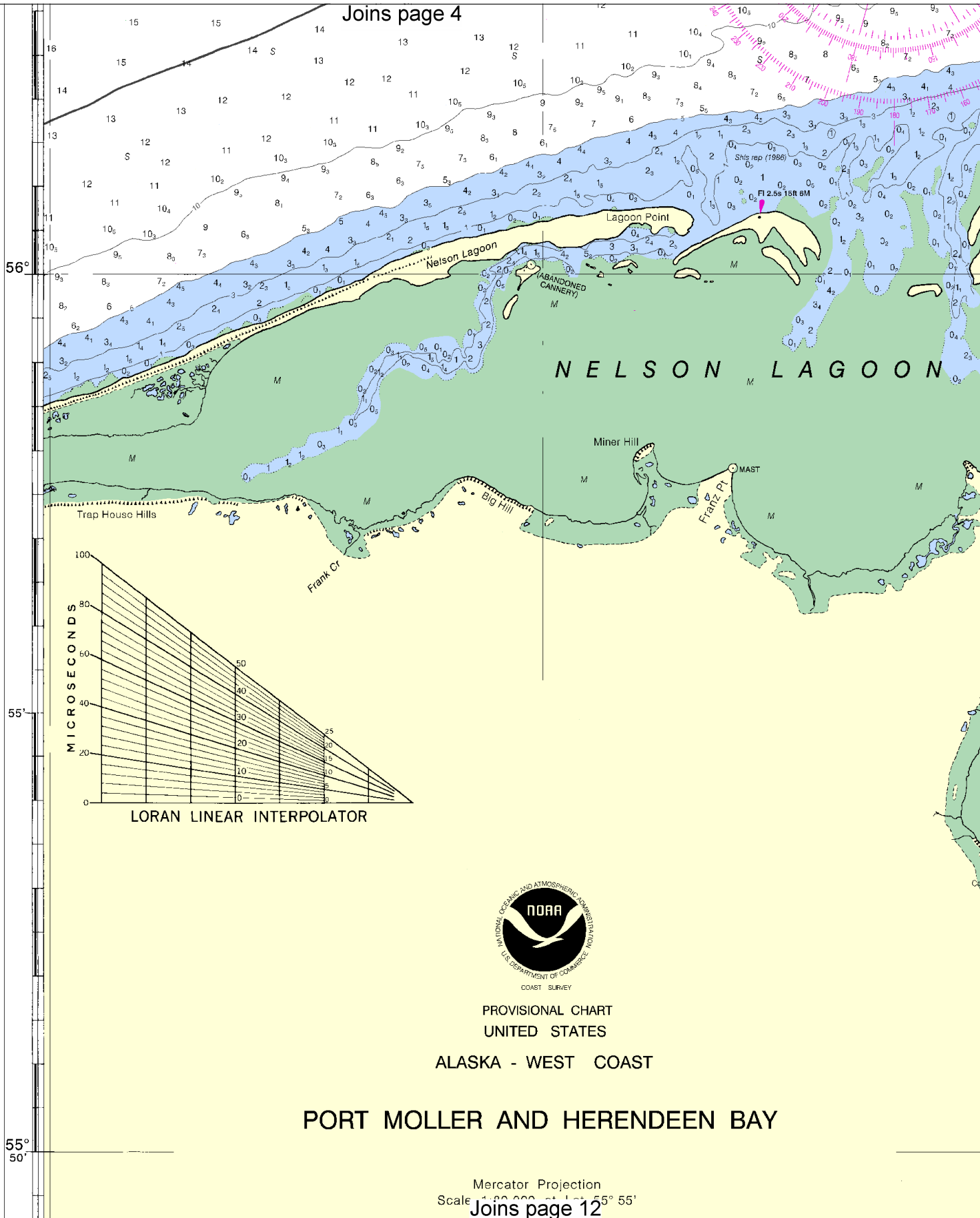
Nautical Chart Catalog No. 3, Panel G



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

Joins page 4



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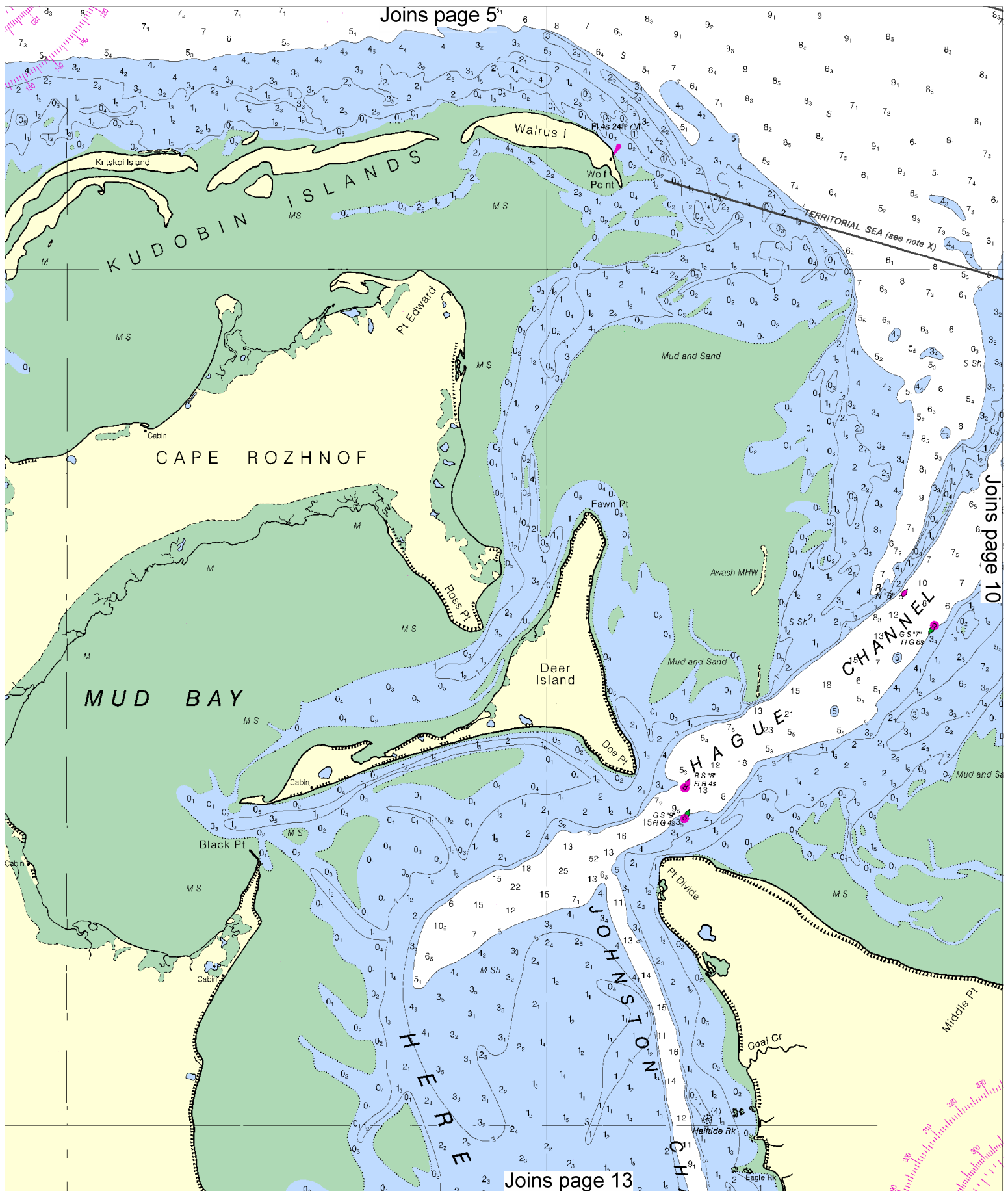


Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



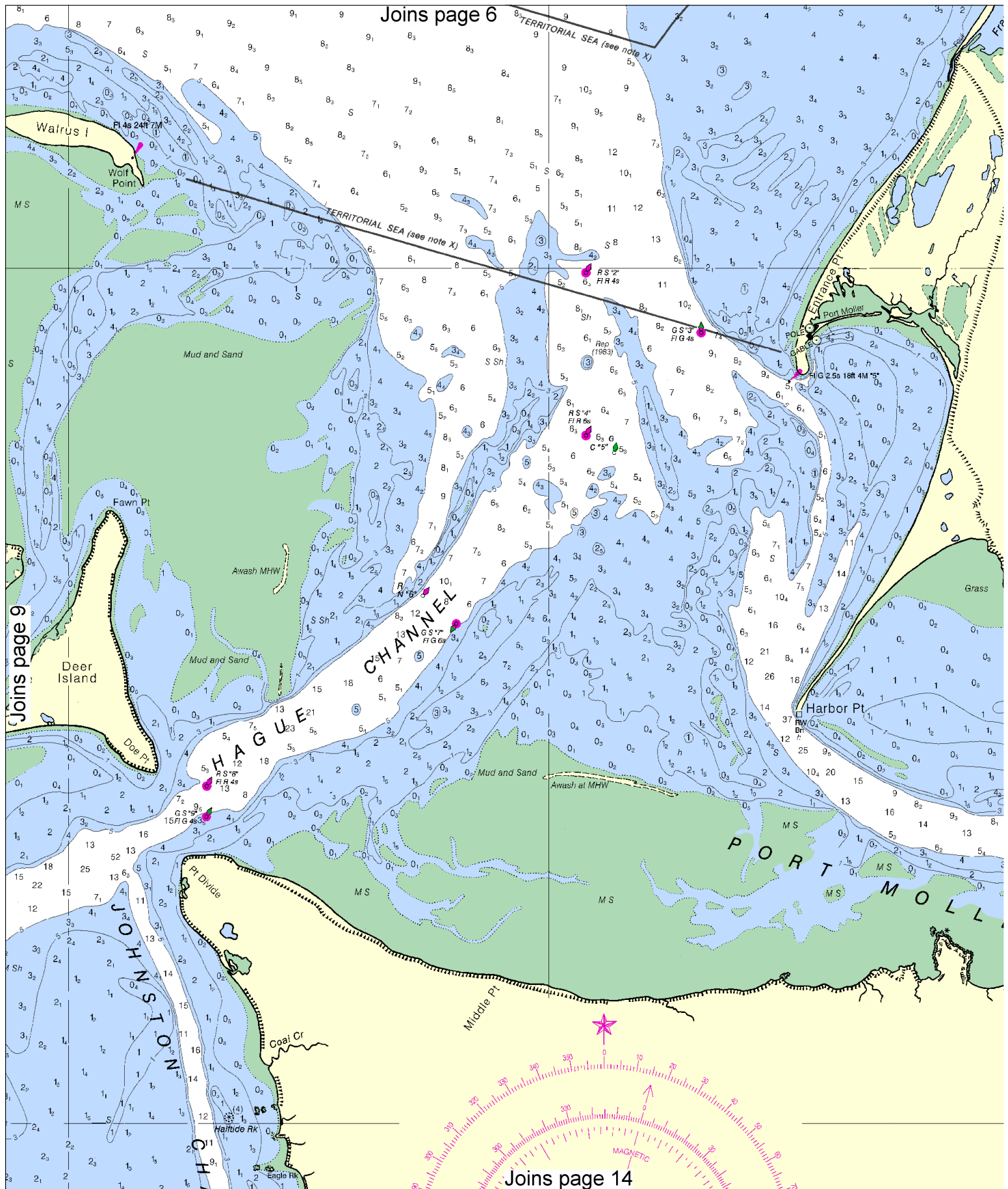


Joins page 5

Joins page 10

Joins page 13

Joins page 6



Joins page 9

Joins page 14

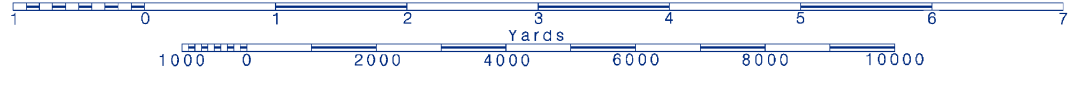
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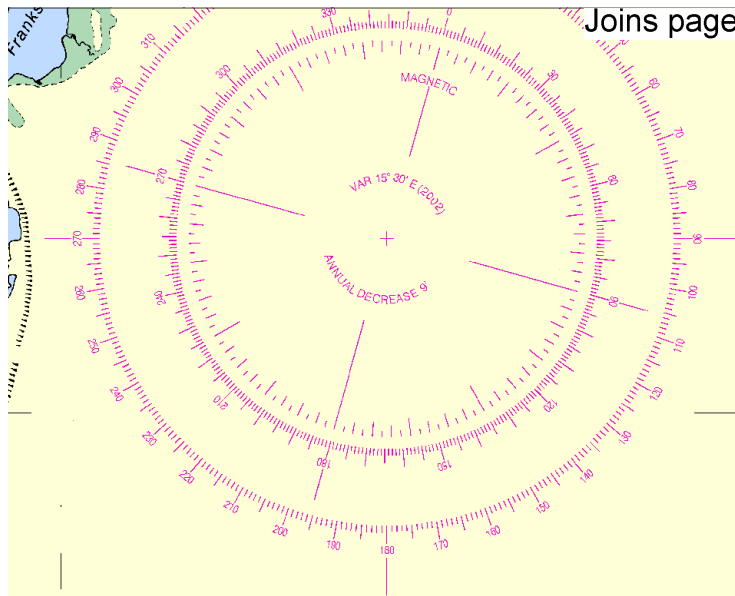


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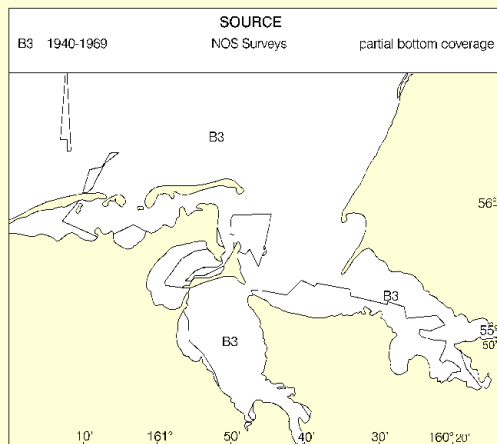
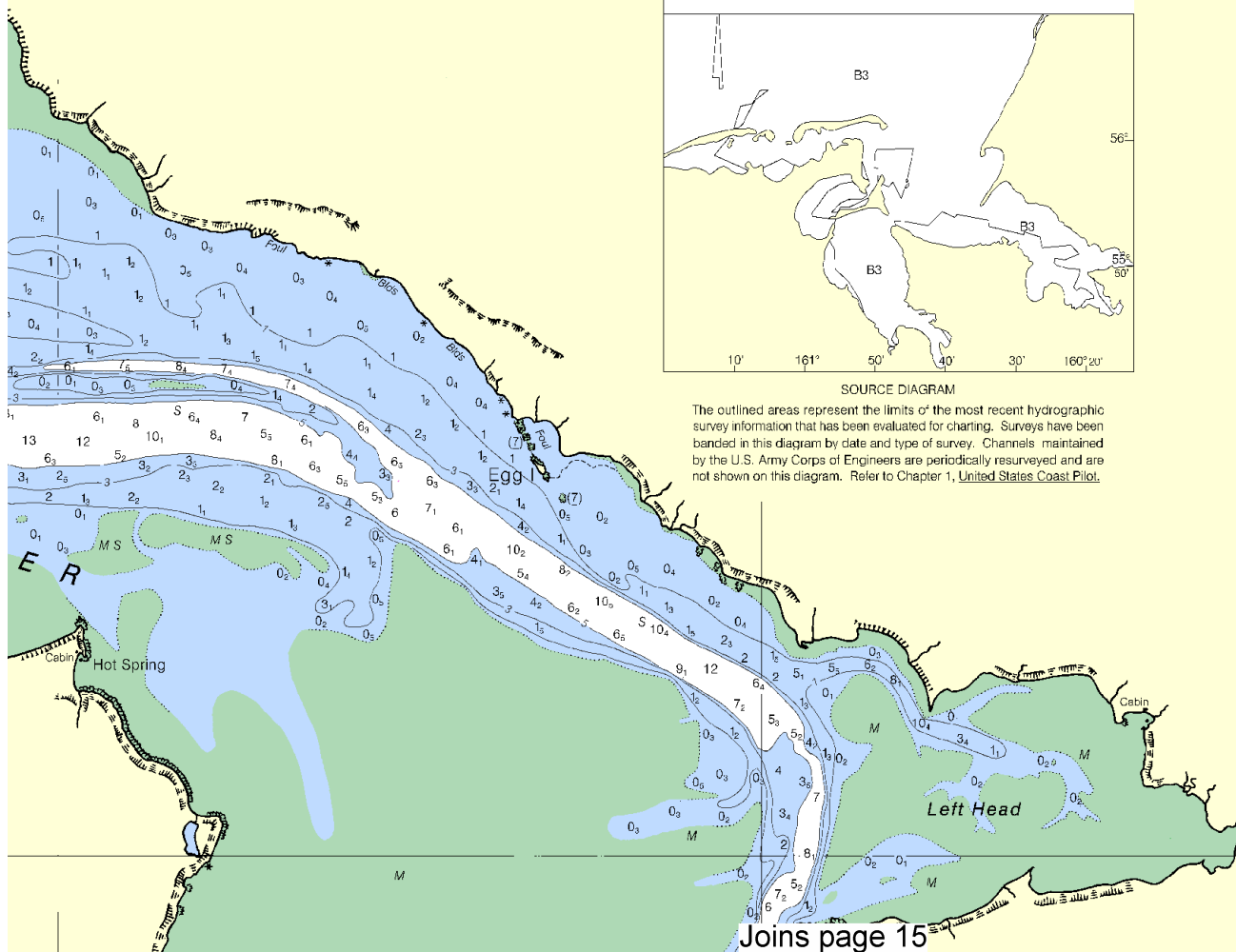
SCALE 1:80,000

See Note on page 5.





56°



SOURCE DIAGRAM

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55'

55° 50'



PROVISIONAL CHART
UNITED STATES

ALASKA - WEST COAST

PORT MOLLER AND HERENDEEN BAY

Mercator Projection

Scale 1:80,000 at Lat 55° 55'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Port Moller (Ent Pt) Bristol Bay, AK (55°59'N/160°34'W)	feet 10.8	feet 10.0	feet 2.4	feet -4.0

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WARNING

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POLLUTION REPORTS

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For Symbols Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

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CAUTION

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CAUTION

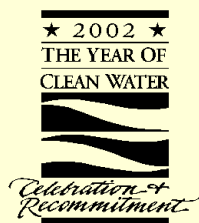
Channels are subject to frequent changes due to very strong tidal currents.

AIDS TO NAVIGATION

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UPDATING SERVICE

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NOTE A

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Refer to charted regulation section numbers.

12th Ed., Jul /02 ■ Corrected through NM Jul. 13/02
Corrected through LNM Jun. 25/02

16363

LORAN - C OVERPRINTED

CAUTION

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SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

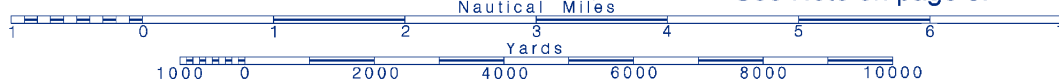
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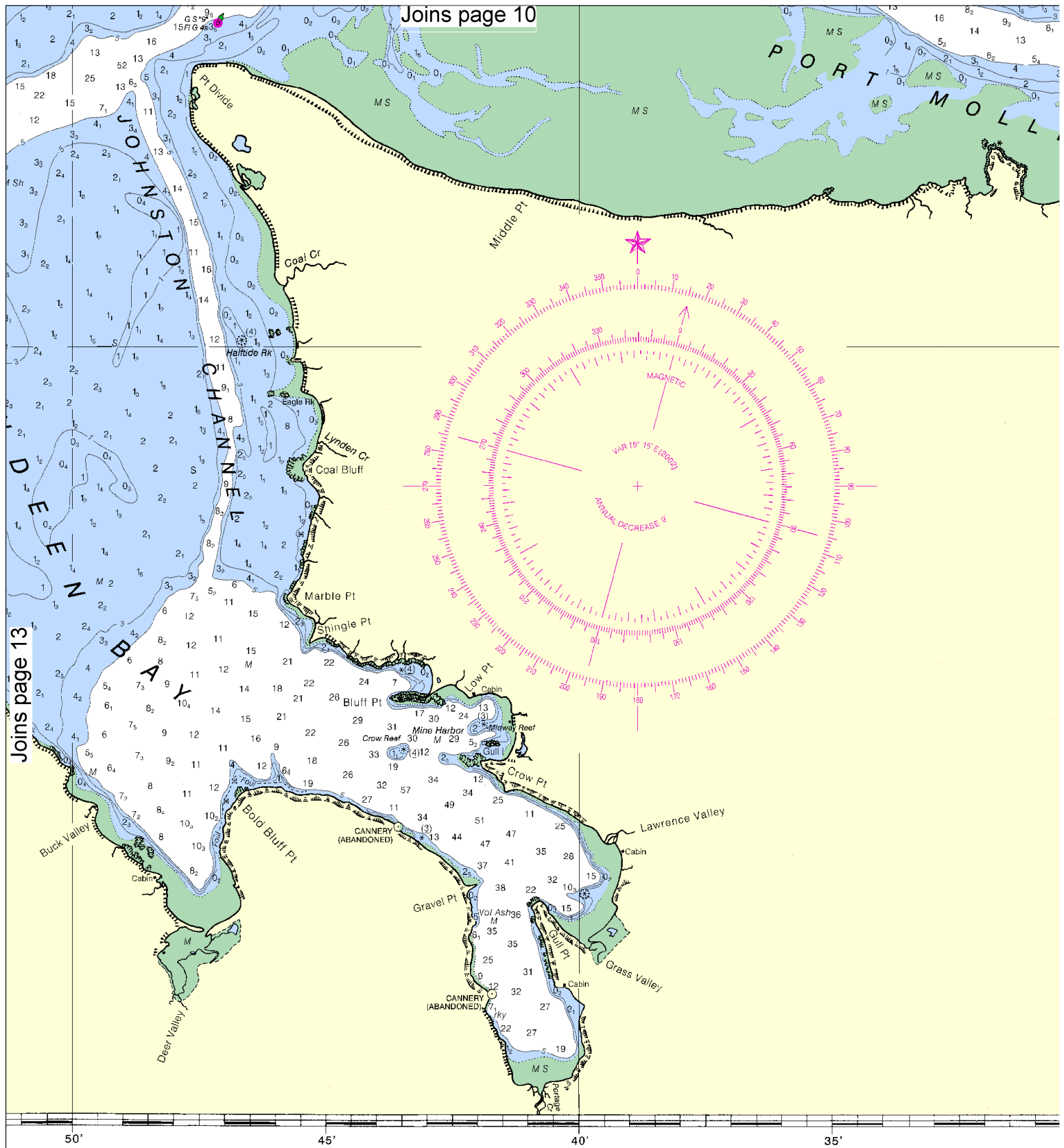
SCALE 1:80,000

See Note on page 5.





International Regulations for Preventing Collisions at Sea, 1972.
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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

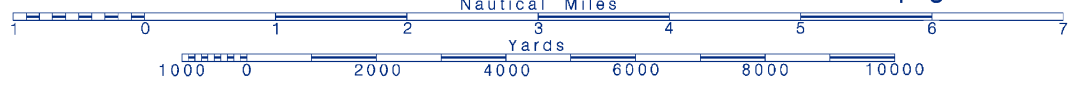
FATHOMS	1	2	3	4	5	6	7	8
FEET	6	12	18	24	30	36	42	48
METERS	1	2	3	4	5	6	7	8

14



Printed at reduced scale. SCALE 1:80,000

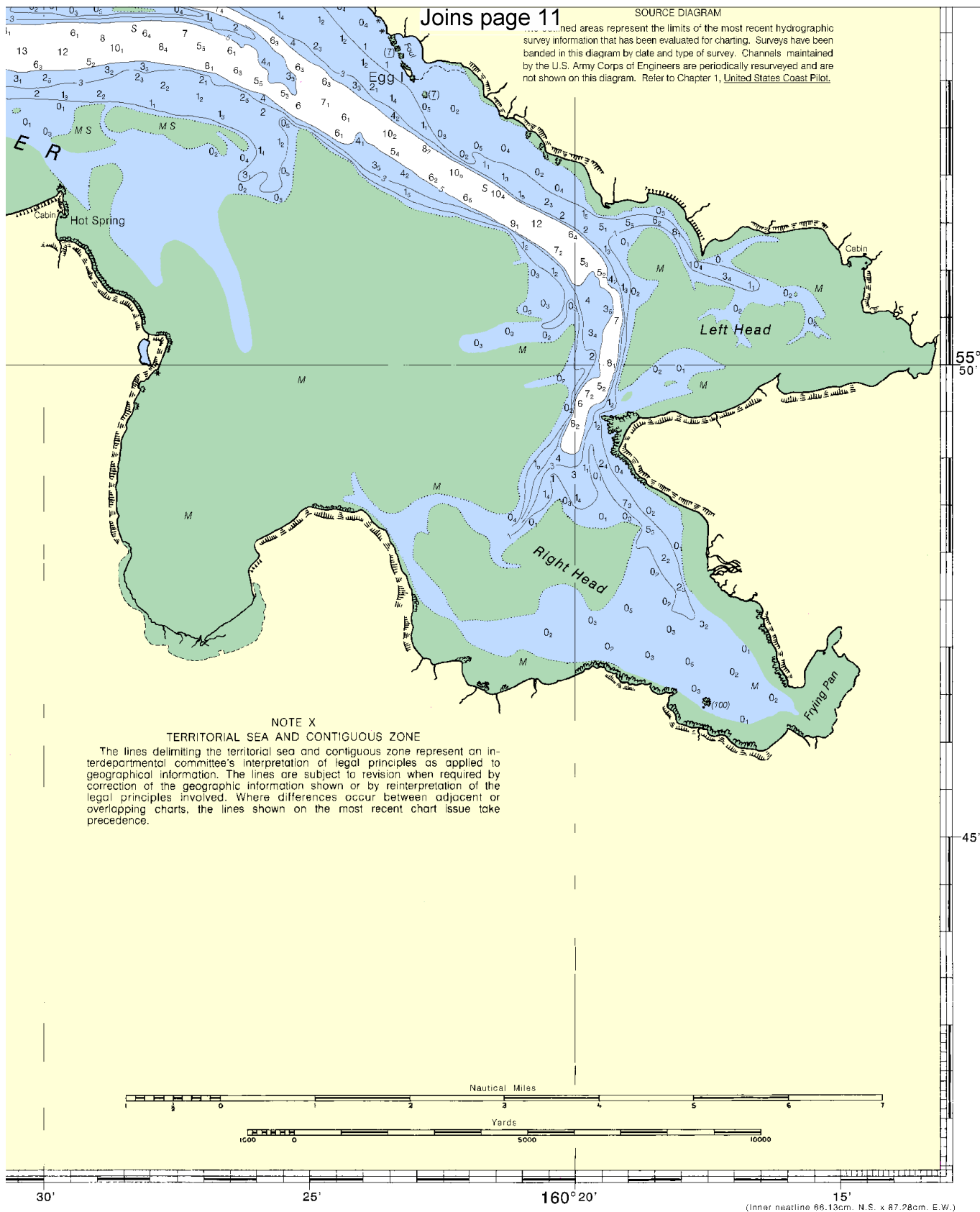
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Joins page 11

SOURCE DIAGRAM

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NOTE X

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ED. NO. 12



NSN 7642014011269

NIMA REFERENCE NO. 16BC016363

Port Moller and Herendeen Bay

SOUNDINGS IN FATHOMS - SCALE 1:80,000

16363

LORAN - C OVERPRINTED

8	9	10	11	12	13	14	15	16	17
0	54	60	66	72	78	84	90	96	102
15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31			

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.